

All
Aircraft...

FIGHT FREEZING TEMPERATURES

**HURRY!
COVER MY
ROCKET
LAUNCHER!**

**KEEP
YOUR COOL.
I GOT YOU
COVERED.**

**IT'S COLD, MY
WINDSHIELD
NEEDS A COVER
AND MY ENGINE
NEEDS A PLUG!**

THE WINTER BLAST IS ALWAYS LOOKING FOR A CHANCE TO FREEZE YOU AND PUT YOUR BIRD ON ICE WHILE YOU'RE DOING FLIGHT LINE MAINTENANCE.

HERE ARE SOME POINTERS TO HELP YOU WIN THE COLD WAR BATTLE.

TIP ONE: Maintenance in the bitter cold means you need to bundle up and wear gloves even if you expect the job to take only 5 minutes. If you don't—and you dress like you're going to pick up the paper or check the mail—you'll rush the job, pull poor maintenance and risk exposure. Frostbite really loves toes and fingers, the most vulnerable extremities. Sure, winter clothing is bulky and makes maintenance longer. So allow yourself enough time to do the job.

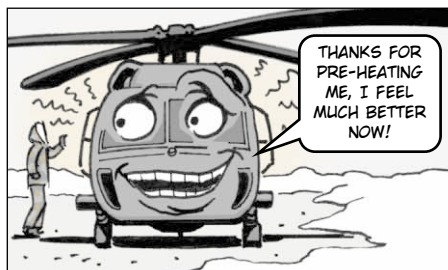
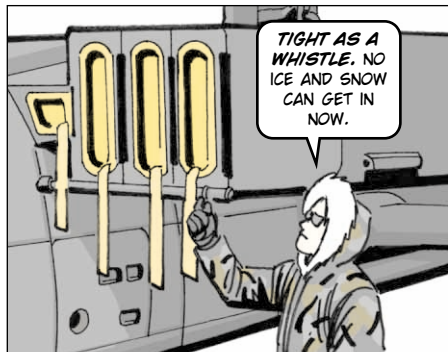
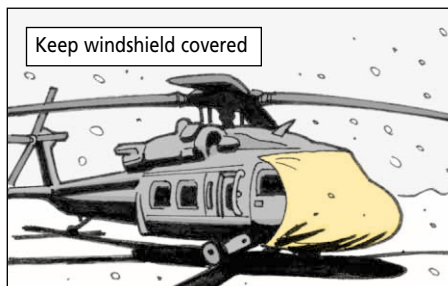
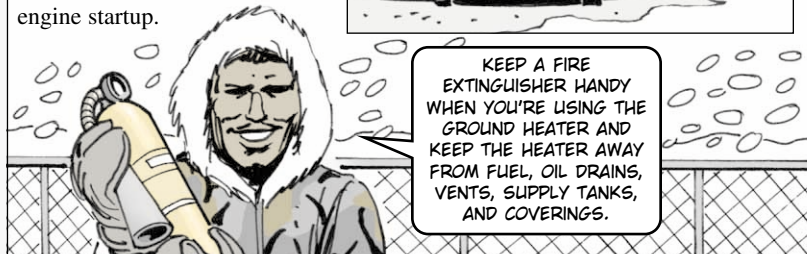
**TOLDJA
TO WEAR
GLOVES!**

**C-C-CAN'T
FEEL MY
FINGERS!**

TIP TWO: Make sure your bird's deicing equipment, if installed, is in good working order. If your aircraft has specific covers such as rotor head covers and engine inlet plugs, use 'em. Keep the windshield covered. If the cover freezes to your bird, loosen the edges and use heat from a ground heater to loosen the rest of it.

Closely check uncovered areas during daily maintenance. Make sure freezing rain or blowing snow hasn't seeped into exposed moving parts and frozen up the works. After snow, sleet or an ice storm, take the engine inlet plugs and exhaust covers off and check for ice. If you find any, carefully thaw the engine inlet or exhaust with hot air, like your TM says.

Preheating a frozen bird brings metal and seals back to shape, and warms cold lubricants and hydraulic fluids. Preheating an aircraft reduces the strain on engines and transmissions and improves engine startup.



TIP THREE: For a long maintenance job, bring the bird inside or rig a shelter around it. Make one that will work for you.



TIP FOUR: Don't take shortcuts performing maintenance in the cold. If Old Man Winter and his cousin Mr. Freeze get to you, break your maintenance task into small portions or call your buddy to finish up, while you warm up inside from the cold outside.



TIP FIVE: Always ground your bird. The colder the weather, the drier the air; the drier the air, the more static electricity is generated. To beef up your knowledge on grounding, check out Page 2-10 in FM 10-67-1.



ALWAYS FOLLOW THE COLD FACTS IN YOUR OPERATOR'S, MAINTENANCE, AND GENERAL AIRCRAFT TMS AND THE COLD WON'T TAKE YOU OUT.

